

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons Captain H. D. Jones.
 "POWAN," 2,338 " G. F. Morrison, R.M.S.
 "FATSHAN," 2,260 " R. D. Thomas.
 "HANKOW," 2,073 " C. V. Lloyd.
 "KINSHAN," 1,995 " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Sunday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

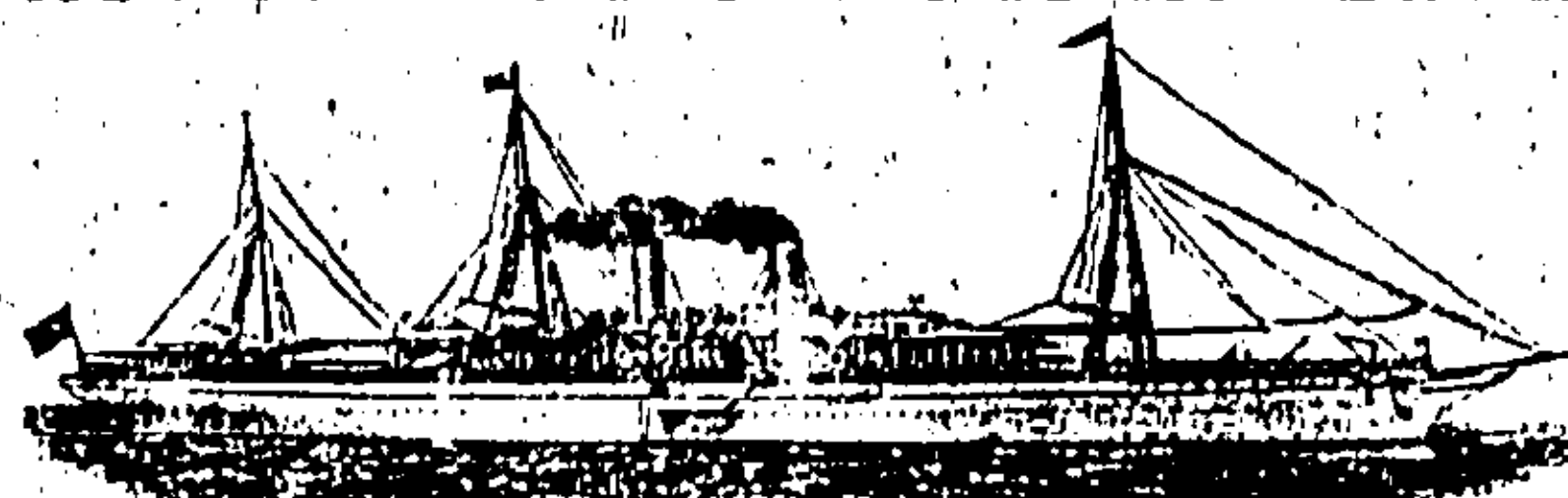
S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 599 " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. Calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ping-Hau, Tak-Hing, Hsueh-shing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00, Return \$25.00.
 Canton to Tak Hing Single \$12.50, Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPRESS OF INDIA"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,415	WEDNESDAY, Feb. 21	Mar. 17
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28

THE Quickest route to CANADA UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class 1st St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 13th December, 1905. Corner Pedder Street and Praya, opposite Blake Plaz. [13]

HAMBURG-AMERIKA LINIE. OBTASTATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
AMBRIA	HAVRE and HAMBURG.	17th Jan.
Wüstenberg	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
BRISGAVIA	HAVRE and HAMBURG.	24th Jan.
Russ	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
RHENANIA	HAVRE and HAMBURG.	10th Feb.
Frick	(Calling at S'PORE, PENANG & COLOMBO)	Freight and Passengers.
SPEZIA	HAVRE and HAMBURG.	21st Feb.
Porcellini	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
SAMBIA	HAVRE and HAMBURG.	12th March
Ehlers	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
ANDALUSIA	FOR ODESSA (DIRECT)	About 12th Jan.
Filler	(Calling at SINGAPORE and COLOMBO)	Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins, amidehips. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 3rd January, 1906.

HOTEL CRAIGIEBURN.

Plunket's Gap, the Peak, near the TRAM TERMINUS, Tel. 56.
 For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
PRINCESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship GNEISENAU, Capt. Bolle, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS	TONS	SAILING DATES
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.
WILLEHAD	4,761	TUESDAY, 6th March.

ON TUESDAY, the 9th January, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR STEAMER ABOUT
 YOKOHAMA & KOBE PRINZ SIGISMUND TUESDAY, 16th Jan.
 SHANGHAI, NAGASAKI, PREUSSEN WEDNESDAY, 17th Jan.
 KOBE & YOKOHAMA WEDNESDAY, 17th Jan.
 SHANGHAI, NAGASAKI, ZIETEN WEDNESDAY, 31st Jan.
 KOBE & YOKOHAMA WEDNESDAY, 31st Jan.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 4th January, 1906.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THE Steamers sail from HONGKONG to SAMSHUI, SHUOHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905

Dentistry.

Dr. M. H. OHAUN,

THE LATEST METHOD
 of the

AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUEX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE & WILTS-England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

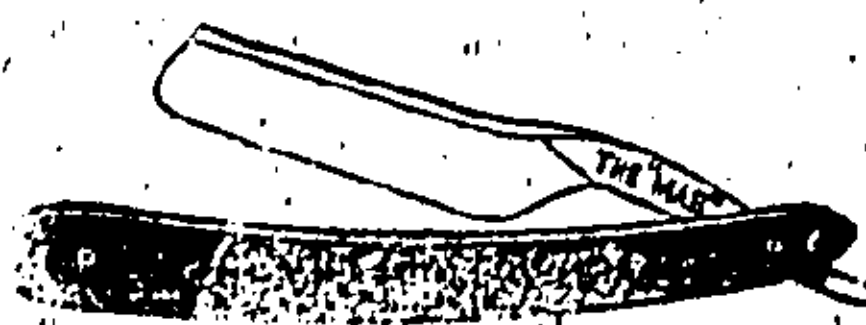
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905.

THE FAMOUS
 MAB DWARF RAZOR,
 A SHARP LITTLE SHAYER



WEIGHT LESS THAN 1 OUNCE.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$3), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 50, Queen's Road Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.,
 Hongkong, 24th November, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.9 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 376, 503, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at	Due at
to	HONGKONG.	COLOMBO	MARSEILLES & LONDON.	PLYMOUTH (London 2 days earlier, 1 day later).

Steamers	Tons	Noon, Saturday	Steamers	Tons	Saturday	Friday
ARCADIA	7,000	Feb. 10	BRITANNIA	7,000	Mar. 10	Mar. 16
DELHI	8,000	Feb. 24	MOLLA VIA	10,000	Mar. 24	Mar. 30
DONGOLA	8,000	Mar. 10	MONG VIA	10,000	Apr. 7	Apr. 13
DELTA	8,000	Mar. 24	MOULTAN	10,000	Apr. 21	Apr. 27
OCEANA	7,000	Apr. 7	MARMORA	10,500	May 5	May 11
ARCADIA	7,000	Apr. 21	VICTORIA	7,000	May 20	May 26
DEVANHA	8,000	May 5	HIMALAYA	7,000	June 3	June 9
DONGOLA	8,000	May 19	INDIA	8,000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tonnage	LEAVE HONGKONG	Due at LONDON
	About	About	About
† JAPAN	4,500	Feb. 14	Mar. 31
† SUMATRA	5,000	Feb. 28	Apr. 14
† NUBIA	6,000	Mar. 14	Apr. 28
† JAVIA	4,500	Mar. 28	May 12
† FORMOSA	4,500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 13th December, 1905.



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements, Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road,
 Hongkong, 27th November, 1905. [48]

Hotels.

VICTORIA HOTEL, SHAMEEN, CANTON, ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA, IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS.

WM. FARMER, Proprietor.

Telegraphic Address: CONNAUGHT.

CONNAUGHT HOTEL.

HONGKONG.

Intimations.

POWELL'S
LADIES'
DEPARTMENT.
"Alexandra
Buildings,"
Des Vaux Road.

NOW SHOWING

TWEED
SKIRTS,
CLOTH
SKIRTS,
MORLETTE
UNDERSKIRTS.

COATS,
CAPIES,
and
JACKETS.

SILK
BLOUSES,
VIYELLA
BLOUSES,
DELAINE
SHIRTS.

GOLF JERSEYS,
KID BELTS,
SILK BELTS.

Slate, Tan, Beaver,
White and Black
KID AND SWEDE
GLOVES.

SMART
TRIMMED
MILLINERY.

NEWEST
DRESS
FABRICS

for Morning, Afternoon,
and Evening Gowns.

FIRST-CLASS
DRESS-MAKING

MODERATE CHARGES.
Satisfaction Assured.

Wm. POWELL, Ld.,
HONGKONG.

Hongkong, 4th January, 1906. [42]

Entertainment.

THEATRE ROYAL,
CITY HALL.
HONGKONG AMATEUR DRAMATIC CLUB.
"THE NEW BOY,"
A Farical Play in 3 Acts,
By ARTHUR LAW,
will be produced on
FRIDAY, 12th January, 1906.
SATURDAY, 13th
MONDAY, 15th
Prices \$3, \$2 and \$1.
Sailors and Soldiers in uniform half-price to
Pit Stalls and P.A.
Booking Office at ROBINSON PIANO CO.
Open on and after MONDAY, 8th January,
from 10 A.M. to 4.30 P.M. each day.
M. S. NORTHGATE,
Business Manager.
Hongkong, 3rd January, 1906. [84]

Notice of Firm.

**CHINA AND COAST PORTS STEAM-
SHIP COMPANY.**
I HAVE, This Day, been appointed, as
MANAGER,
GEO. KEEBLE.
3, MacDonnell Road.
Hongkong, 12th December, 1905. [134]-E

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 6th January, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
SUNDRY
HOUSEHOLD FURNITURE,
Comprising—
NEW DOUBLE BRASS BEDSTEADS,
a quantity of CANTON BLACK WOOD
WARE, CARPETS, MARBLE-TOP SIDE-
BOARD with BEVELLED GLASS, SILK
TAPESTRY DRAWING ROOM SUITE,
TEAKWOOD WARDROBES with BE-
VELLED GLASS, MARBLE-TOP WASH-
STANDS, DRESSING TABLES, TEAK-
WOOD EXTENSION DINING TABLE,
VIENNA CHAIRS, E.P. GLASS and
CROCKERY WARE, &c., &c., &c.;
AND
An Assortment of ENGRAVINGS;
AND
One EADIE FREE WHEEL and COAST-
TER BRAKE GENT'S BICYCLE with
BELL, LAMP and PUMP complete and in
very good condition.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd January, 1906. [85]

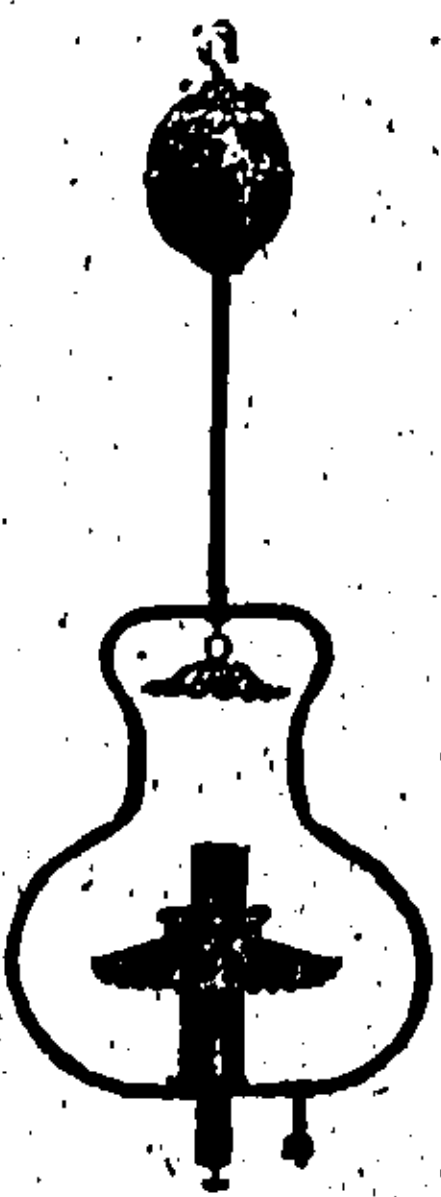
(BY ORDER OF THE MORTGAGEES).

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,
on
MONDAY,
the 15th day of January, 1906, at 3 P.M.,
at their SALES ROOMS,
THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,
situate at Victoria, in the Colony of Hong-
kong, viz.:—
All that PIECE of PARCEL of GROUND,
situate at Victoria, aforesaid, and registered in
the Land Office as SECTION A of MARINE
LOT No. 104, containing by superficial mea-
surement 2,800 square feet and having a front-
age to Queen's Road Central of 30 feet and 6
inches or thereabouts and a depth of 80 feet.
On this Section stands the very valuable house
and premises, known as No. 35, Queen's Road
Central. All the said premises are held for
the residue of a term of 98 years granted by a
Crown Lease of Marine Lot No. 104 and
which Lease is dated 16th April, 1899.
For further particulars and conditions of
sale, apply to—
JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
MESSRS. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 30th December, 1905. [1304]-F

For Sale.

FOR SALE.
INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS,
from the best makers.
INCANDESCENT
MANTLES,
OHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.
Lamps fixed up for
Buyers free of charge.
Naphtina of the best
kind kept in stock.
TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 2nd May, 1904. [59]



Insurance.

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**
THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong 28th May, 1895. [58]

To Let.

TO LET.
NO. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN NO. 3, NEW PRAYA, Kennedy
Town.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 27th June, 1905. [73]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly
in occupation of the Steam Laundry
Co., Ltd.
NO. 17, WONG-NEI-CHONG ROAD.
NO. 5, CLIFTON GARDENS, Conduit
Road.
NO. 1, RIFON TERRACE.
FLATS in MORETON TERRACE, facing
POLO Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIKE).
GODOWNS: PRAYA EAST.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 2nd December, 1905. [72]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [50]

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

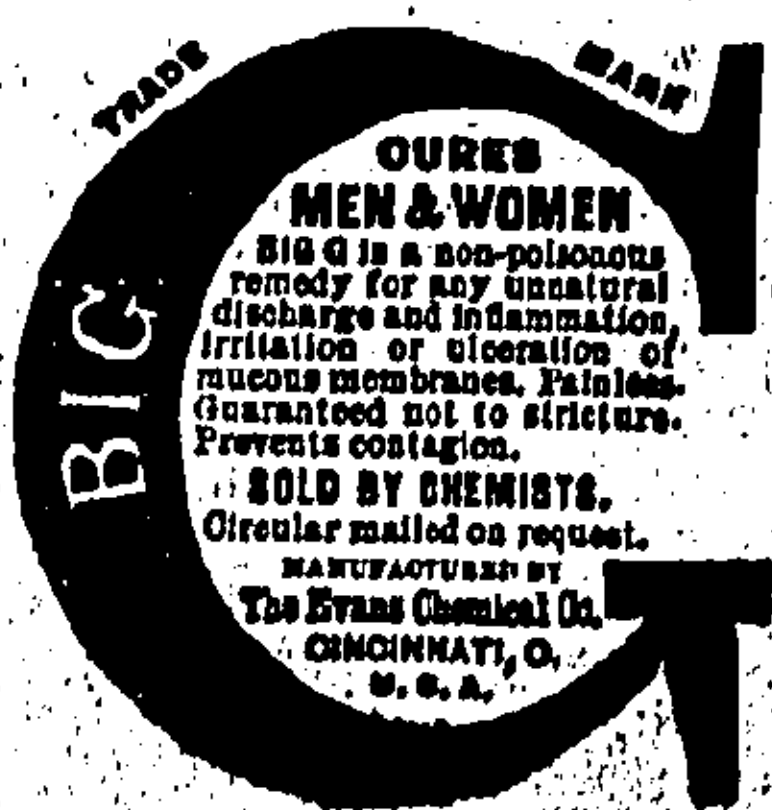
EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1905. [29]

Intimations.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the OFFICERS
or the CREWS of the following vessel during her
stay in Hongkong Harbour:—
"CELTIC CHIEF," British ship, Captain John
Jones.—Standard Oil Co.



VAGRANCY IN THE STRAITS.

NEW LEGISLATION.

The *Straits Times* writes editorially thus:—
Every thinking member of the community
must rejoice at the steps taken by Govern-
ment in the introduction of the Vagrancy Bill
that was submitted for the consideration of
the members of the Legislative Council at the
last meeting of that body. The proposed
measure is obviously only an introductory
step to more comprehensive legislative action
on an issue that merits serious administrative
attention. It is a measure that virtually pro-
vides houses of detention, or workhouses,
wherein may be interned all persons who,
either through their own fault or through sheer
misfortune, are unable to find proper means of
subsistence in the Colony. It means that
such institutions will be established, and that
the homeless, decrepit and sick will profit by
them as asylums while the instinctively vagrant
element will be compelled to keep clean, and
to work, and to be decent generally, until
such time as they can be deported. For those
who are able and willing to work, but for
whom there seems to be no immediate op-
portunity of which they can avail themselves
without assistance, every effort will be made
to procure work. All will be held detained
in such a manner as will prevent their being
a nuisance to the working members of the
community, by begging or otherwise, during
the period when they are unable to support
themselves or to find friends who may volun-
tarily support them. The Ordinance, as a work
of relief, is of course as yet elementary; but
it shows that the question is one with which
the authorities are determined to deal prop-
erly. The community in this matter must sup-
port the policy of those authorities, and
must, also, support the measure itself when it
assumes definite proportions. The complaints
which have led to the drafting of the Bill
have been numerous, and the conditions
were such that the Government had to in-
tervene on the behalf and for the relief
of the general public. This was rendered
necessary by the growth of the disease. The
vagrant element of our population was becom-
ing insolvent. Its members were running as
near to the edge of the law as was possible
without directly infringing it, and they had be-
come, and are, a public nuisance and a public
menace. Therefore Government was bound to
take measures for the protection of the major-
ity. Moreover, it was beyond doubt that most
of the men who had become social parasites
in the town were imported—or rather smuggled—
into the Colony from outside countries. This
was surely a matter for Government to
take up; and it is comforting to see that some
provisions are made in the new Bill for hold-
ing the shipmasters, agents, or consignees of
the vessels in which non-self-supporting un-
desirables are imported, liable for the upkeep
of the latter if they become charges on the Colony.
Despite these responsibilities, which properly
rest upon the authorities, we must not lose
sight of the laws of social and racial solidarity,
which vest us all, as individuals, with some
responsibilities in the matter of our brethren
in distress; and we must take a broad, if not
precisely a charitable, view of the trouble. The
narrow question of kinship does not enter into
the matter; but there are other ties, such as
those of nationality, class, profession, etc.,—as
well as the broad one of humanity—which cer-
tainly do. All these—destitutes, or vagrants, or
whatever else they may be technically termed,
are to a certain extent our brethren;—they
are human beings, and as such they have
got to be helped. Therefore, though it may
be difficult if not impossible to point out
what Mr. So-and-so or Towkay This-or-that
has to do with the question of the Vagrancy
Bill, there is no doubt but every well-to-do
member of the community must do something
to help. He must contribute to the work of
relief, by subscribing to repatriation and other
similar funds in various cases of distress,
deserving aid otherwise. The rules regulating
the up-keep and control of destitutes, as set
forth in the Ordinance, are not calculated to
render the Workhouse, or whatever else the
detention depot may be called, an attractive
residence for those to whom labour is irksome,
and who find the rarer and more stimulating
comforts of the stomach, of prime necessity to
life. So much the better. Such an institution
should not be made a paradise or a place of
ease; and that all the more because the majority
of the Europeans who will drift into it from
hereabouts belong to the class who have long
forgotten the injunction that man shall earn
his bread by the sweat of his brow.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/0 1/2
Do. demand 2/0 1/2 1/6
Do. 4 months' sight 2/1
France—Bank T.T. 2/5 1/2
America—Bank T.T. 4/0 1/2
Germany—Bank T.T. 2/0 1/2
India T.T. 1/5 1/2
Do. demand 1/5 1/2
Shanghai—Bank T.T. 7 1/2 nom.
Singapore T.T. 9 1/2 prem.
Japan—Bank T.T. 99 1/2
Java—Bank T.T. 123 1/2

Buying.

4 months' sight L/C 2 1/2
6 months' sight L/C 2 1/2 1/2
30 days' sight San Francisco & New York 50 1/2
4 months' sight do. 51 1/2
30 days' sight Sydney and Melbourne 2 1/2
4 months' sight France 2 1/2 1/2
6 months' sight do. 2 1/2 1/2
4 months' sight Germany 2 1/2 1/2
Bar Silver 30
Bank of England rate 4 1/2
Sovereigns 9 1/2

Intimations.

OF THE MULTITUDES
who have used it, or are now using it, we have
never heard of any one who have been dis-
appointed in it. No claims are made for it
except those which are amply justified by ex-
perience. In commending it to the afflicted
we simply point to its record. It has done great
things, and it is certain to continue the excel-
lent work. There is—no medicine which can be used with greater
and more reasonable faith and confidence. It
nourishes and keeps up the strength during
those periods when the appetite fails and food
cannot be digested. To guard against imita-
tions and substitutions, our "trade mark" is
put on every bottle of "Wampole's Preparation,"
and without it none is genuine. It is
palatable as honey and contains the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, com-
bined with the Compound Syrup of Hypophos-
phites and the Extracts of Malt and Wild
Cherry. Taken before meals it creates an
appetite, aids digestion, renews vital power,
drives out disease germs, makes the blood rich,
red and full of constructive elements, and gives
back to the pleasures and labours of the world
many who had abandoned hope. Dr. S. H.
McCoy, of Canada, says: "I testify with
pleasure to its unlimited usefulness as a tissue
builder." Its curative powers can always be
relied upon. It makes a new era in medicine,
is beneficial from the first dose and represents
effective medical treatment of the twentieth
century. "You can trust it as the Ivy does the
Oak." The bottle convinces. Watch carefully
against imitations. At all chemists here and
throughout the world. [12]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKER,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM,
and
P. & O. SPECIAL LIQUEUR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1906. [51]

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1905. [65]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Lin-
den's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1899.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

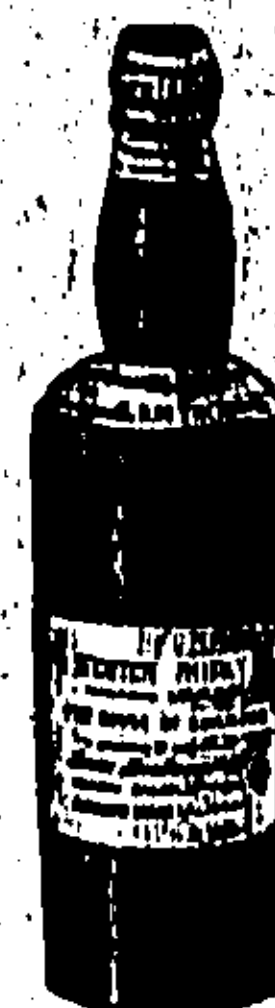
Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1905. [62]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1904.

Intimations.

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HRH. the PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [53]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905. [57]

THE WINE GROWERS
SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

CLARETS.

St. George \$4.00 Per Dozen Quarts.

Cru-Wynbron 4.50 " "

Cotes 5.00 " "

Montferand 5.50 " "

Medoc 6.00 " "

St. Emilion 6.00 " "

St. Estephe 6.50 " "

St. Julien 7.50 " "

St. Estephe Su-
perior 9.00 " "

Chateau Margaux 9.00 " "

Chateau Leoville 9.00 " "

Chateau Lafite ... 10.00 " "

Chateau Larose... 10.50 " "

BARRETTO & Co.,

Agents.

No. 22 & 24, Bank Buildings,

Queen's Road Central.

Hongkong, 9th May, 1904. [66]

Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - \$16.50

A. S. WATSON & CO.

LIMITED.

WINE & SPIRIT

MERCHANTS,

ALEXANDRIA BUILDINGS.

100, Hong Kong, 24th October, 1905.

GREGOR & CO.,

10, QUEEN'S ROAD CENTRAL.

RHINE

WINES

FROM

J. HEILBRONNER & CO.,

MAINZ—GERMANY.

HIGHEST AWARDS WHEREVER

EXHIBITED.

Hongkong, 21st July, 1905.

[16-15]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to the carrier.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Singapore. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At Shanghai, the wife of Mr. S. J. HANISCH, Imperial Customs Service, of a daughter.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 4, 1906.

WIDOWS' & ORPHANS' FUND.

On several occasions we have had the necessity of referring to the working of the pension fund which has been instituted in the Colony as in other Crown Colonies. Everybody knows that Government servants should be treated—irrespective of claim or character—fairly, but it fortunately happens that what we may call a new régime has come into existence. Singapore, which has advanced by leaps and bounds since she received a new Governor, has received a Bill which should receive favour in Hongkong. It is a Bill to ameliorate the condition of the Government proletariat. The Bill, which has been brought in, states that "This Bill is brought forward to abolish the apparent anomaly by which orphans on the death of their mother get between them a less amount than the whole of the widow's pension when she dies." This has been the rule hitherto, but it is not easy to see any sound reason for it, and it must be productive of distress in some cases. The present Bill gives the children the full pension of the widow to be divided equally between them, and makes provision on the same principle for the case where there is a widow and also children of a former marriage, and the case where there are more than one family of children entitled to pension. Although the Bill calls it an "apparent anomaly" the grievance is very severely felt by those in the Government service in Hongkong and the question, "after being threshed out in the southern Colony should come before the Hongkong legislature. The claims are undoubtedly great in their favour, and we have urged them repeatedly. Now that the Straits Government has seen fit to bring in a Bill which provides for the orphans as well as the widows—out of the magnificent sum which has accumulated—there will be great rejoicing in many homes. After the lead given by the Straits, we may confidently expect that Hongkong will follow suit. It is an important question, which affects a large number of people, and it is to be hoped that the whole matter will be remedied by legislation.

THE DUST NUISANCE.

Public health and public comfort are so seriously affected by the ever-prevalent dust nuisance during the summer months that the successful experiments at North Sydney must arouse general interest. It appears to have been satisfactorily established by a comprehensive trial that by treating ordinary-metalled roads with oil instead of watering them, the dust nuisance is greatly abated, if not entirely abolished, and that at the same time the cost of the new and efficient method is actually less than that of the old and unsatisfactory plan. We learn from the Sydney Daily Telegraph that the new system is not as yet applicable to wood-paving, and, therefore, as far as the principal streets of that city are concerned, business people and pedestrians can expect no immediate relief from it. Wood-blocked streets, however, are not troubled with dust to the same extent as those on which macadam is used, so that the inconvenience, if confined to them, would be comparatively trivial. There are many municipalities besides North Sydney where wood-paving has not been laid down—in Hongkong such an experiment has not been attempted—and where the dust nuisance is rampant, and it is reasonable to suppose that a system which has now been so thoroughly tested may be applied over a far wider area. But great as are the advantages derived from the use of oil in laying dust, it is evident that science has not yet said its last word in minimising the principal drawback to the new method. The oil which is used for this purpose is, of course, the cheapest that is obtainable, and being crude in quality, it emits a most ob-

jectionable smell, which is hardly less annoying, though no doubt much less actively injurious, than the dust itself. The offensive smell, in fact, is likely to militate seriously against the general acceptance of the new method, and ratepayers in macadamised municipalities may very possibly prefer rather to bear the dust they have than fly to odours that they know not of. Hence, before the practical utility of the oil treatment can be regarded as settled, it may be suggested that scientific effort should seriously be directed towards the discovery of some cheap process of getting rid of the offensive odour. With the resources controlled by modern chemistry, it should not be impossible to effectively deodorise even residual oil, and at a cost which should not be sufficient to turn the scale against the general use of the new dust destroyer. When this step has been successfully taken dwellers in dusty places may find themselves relieved from a particularly disagreeable, and even unwholesome, annoyance, which at present seems quite unavoidable.

LOCAL AND GENERAL.

THE Japanese Diet will be in recess till the 30th of January.

SIR Claude Macdonald has presented his credentials as Ambassador.

IN a case in Bankruptcy jurisdiction this morning, before His Honour, Sir Francis Pigott, Chief Justice, it transpired that a Chinese sign-board of a business the sale of which included also the good-will of the business, often commanded \$50,000.

HENDRY Shaddick, seaman, H.M.S. *Hecla*, was placed before Mr. F. A. Hazeland this morning on a charge of stealing a small camphorwood box from one Lai Chung, in a shop in Queen's Road Central. The case was adjourned until to-morrow morning.

TWO metropolitan officials, natives of Kiangsu, called a meeting, on the 26th ult., of their fellow-provincials with the object of discussing the amendment of the Shanghai Mixed Court Rules. As soon as a definite understanding has been reached, they propose to present a memorial to the Throne embodying the results of their discussions.

LAM Fat and Lam Yau, coolies, residing at No. 139, Third Street, West Point, were charged before Mr. C. A. D. Melbourne at the Magistrate's Court this morning at the instance of Inspector Collett for administering morphine which was not prescribed by a medical practitioner. His Worship fined defendants \$20 each, with the alternative of one month's gaol.

A CHAIR coolie was charged at Shanghai last week with plying for hire without a license, within the Settlement, contrary to Municipal regulations. A fine of \$1 was imposed in the usual way, but the Magistrate made a strong objection stating that he did not recognise the sedan chair tax. He gave his consent to the fine under protest and marked the charge sheet as follows:—"£1 deposited, to await consideration."

THE following have been chosen to play for the Hongkong Football Club in the Rugby match against the Navy, at 4.45 p.m., to-morrow. Back: C. C. E. Gilbert. Three-quarters: L. C. Lamour, J. G. Lecky, J. McL. G. Taylor, C. B. Down. Halves: G. R. Hanney, R. J. Blackburn. Forwards: R. M. Rankine, F. C. Hall, J. C. Steen, E. Rogers, S. C. Dickens, G. Regairaz, A. N. Other, and H. F. Chard.

A MEETING of Americans was held at the American Consulate-General at Shanghai on 29th ult., with the view to forming an American Volunteer Company. The Hon. J. L. Rodgers presided. There was a large attendance and after discussion, an Organising Committee was appointed, also Finance and Bye-law Committees to make the necessary arrangements and report to another meeting to be called on the 5th of January.

A RICKSHA coolie was placed before Mr. C. A. D. Melbourne, at the Police Court, this morning, charged with stealing money from a blue-jacket on board H.M.S. *Hogue*. From the evidence heard it appears that the sailor was at the time drunk in the ricksha and the coolie pulling into a quiet street, there attempted to pick his pockets, but was arrested. The charge was proved and a sentence of fourteen days' hard labour was imposed.

A WASHINGTON dispatch says that orders have been given by the navy department for the return of the battleship *Oregon* from the Philippines to the United States at an early date. There is no indication that any battleship will be sent to the Asiatic station to replace the *Oregon*. It is stated, however, that two cruisers of the *Danvers* class will be sent to the Philippines later on. The *Oregon* will bring back to the United States a crew of men whose enlistments are about to expire.

IN reference to the reported betrothal of Princess Ena and the King of Spain it is significant that Princess Henry of Battenberg intends to spend the greater part of the winter at Algiers, where an extensive suite of rooms is being prepared for H. R. H. Princess Ena, and suite at the Hotel. *The World*, however, takes another view of the matter and says that Princess Henry is naturally attracted to Algiers by the fact that her eldest son, Prince Alexander, is at present serving in the Mediterranean Squadron under his uncle, Prince Louis of Battenberg, and as the squadron is constantly backwards and forwards to Gibraltar Princess Henry will have many opportunities of seeing her son.

LARCENY OF JEWELLERY.

At the Magistrate's Court this afternoon before Mr. C. A. D. Melbourne, Chan Fung, a woman, figured in the dock on a charge of stealing jewellery, including gold bangles, diamond rings, jade stones, gold chains, etc., of a total value of \$356.50, from Yik Pong Cheong, of No. 93, Hollywood Road, on December 23 last; and Tung E, another woman and Choy Tai, a man, were charged with receiving stolen property.

Chan Fung, the first defendant, pleaded guilty to the charge; the others denied it.

Chief Detective Inspector Hanson prosecuted on behalf of the police.

A Chinese woman stated that all the jewellery, except the diamond rings, were her property, the rings belonging to her sister. When she went to Canton she left the locked jewellery box in charge of her sister, the key of the box she took to Canton.

The last witness's sister deposed that she missed the jewellery box placed in her charge on the night of the 25th ultimo. The first defendant, her amah, raised the alarm that burglars had come and gone, and asked her mistress to look and see whether the jewellery box was safe. The box was gone and her step door opened. She learnt afterwards that the police had arrested her servant.

A third woman stated that after dark on the 25th ultimo Chan Fung came to her house, at No. 39, Cochran Street and gave her some jewellery to keep, which was wrapped in a handkerchief. The first defendant said that her master was going to Canton and asked witness to keep the jewellery. When the police went, with Chan Fung to witness's house she handed over the jewellery.

P.C. 331 deposed that when a report was received from No. 93 Hollywood Road on Christmas night, he went and arrested Chan Fung. He later went to the house of the second defendant and she said that her husband (third defendant) was out and so could not give him the cash box. Later the third defendant arrived and took him (witness) to two different shops where the jewellery was located, and supposed to have been pawned. They were both taken to the Station and on being searched two hair ornaments were found on the person of the second defendant.

Chan Fung, the first defendant, was next placed in the box. She said that after stealing the box she went and saw Tung E. Witness opened the box with a bit of iron and handed the contents to the second woman. Witness did not know the third defendant.

The case was adjourned for decision to-morrow morning.

HONGKONG HORTICULTURAL SOCIETY.

A general meeting of the Hongkong Horticultural Society was held in the City Hall yesterday afternoon for the purpose of enrolling members and electing officers. His Honour Sir Francis Pigott, chief justice, presided.

The following committee was appointed to make arrangements for the forthcoming show, for Mrs. Bowley, Mrs. Brewin, Mrs. Dickson, Mrs. Seth, Mr. Barton, Mr. Dunn, honorary secretary, Mr. Craddock and Mr. Osborne. It was decided that this committee should take over the work of the committee which had arranged for the show, the members of the latter to be a sub-committee.

It was agreed that the price of admission on the first day of the show should be \$1 and on the second day up to 10.30 o'clock, 50 cents, after that hour, free. Subscribers to Sir Paul Chater's list were to be made members of the society and to be admitted to the show free. Mr. L. Gibbs was elected secretary and treasurer. A lengthy report was submitted by the committee which had arranged for the Flower Show, in which it was stated that Sir Paul Chater had promised \$2,000 towards the prize fund. The Chairman hoped the membership of the society would reach 100. When the meeting opened there were 17 members on the list and several additions were made at the close.

THE POSITION OF THE EQUI-TABLE.

Albany, Nov. 6.

The New York State Insurance Department's final report on the affairs of the Equitable Life Assurance Society of the United States is issued to-day.

The report deals with the society's position on June 30th last, and estimates the assets at \$406,073,000, the liabilities at \$144,064,000, and the reserve at \$262,009,000, the latter sum showing a reduction of \$18,786,000 as compared with the society's own statement of December 31st, 1904. The report cuts down the society's own valuations of its real estate holdings by \$5,000,000, and does not count as assets a sum of \$5,813,000, appearing as "Advances to agents."

This information is of much importance as giving the final result in a few words of the investigation made. It shows that the fixed contracts of the company are amply covered, and policyholders may rest assured that the original sum assured will be duly paid. Three millions and three-quarters sterling, however, of the bonus funds are ruled out of the accounts, and this will approximately reduce the anticipated bonuses by 25 per cent.

The last annual report showed a surplus of £16,382,672 at December 31st last, but the present report makes the amount six months later to be only £12,401,800. In its publications the society says that "a sworn statement of accounts is open to the inspection of policyholders at any of its chief British offices." The question now arises, who are the officials responsible for the erroneous sworn statements, and what penalties will be meted out to them?

It may be mentioned that the general inquiry ordered by the legislative bodies of the State of New York into the conduct of life assurance generally is still proceeding.

THE TELEPHONE CABLE.

CASE AGAINST THE "RUBI" AGENTS.

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Police Judge, presiding, the case in which the China Japan Electric and Telephone Company sued the China Manila Steamship Company for the recovery of \$1,000 being the amount of damage sustained by the plaintiff company on account of damage to one of their submarine cables by the anchor of the defendant company's s.s. *Rubi* as recorded in our issue last evening, was resumed this morning, and the evidence for the plaintiff being concluded.

Mr. Pollock, in opening the case for the defence, said that he submitted that there was no case of negligence on the part of the *Rubi*'s officers to go before a jury. It was true that the *Rubi* did drop her anchor, but he would show under what circumstances she did so. Assuming that the *Rubi* did drop her anchor within the cable limits, and that as a result of dropping that anchor the cable was broken, that did not prove any negligence. He did not admit that she anchored so, but assumed that she did for the purpose of this action; but he would submit that the plaintiff company had not proved such negligence. If damage were done by a runaway horse, or anything else moving over which control had been lost, that could not be attributed to negligence.

On the morning in question there were heavy rain squalls accompanied by strong winds, though the plaintiff company endeavoured to make as little as possible of that. The plaintiff company evidently saw the weak points in their case, for without referring to what should have been done on the morning in question they go back and suggest many things that should have been done the previous afternoon, the omission of which they attribute to negligence. If they go back to past possibilities they might go as far as a case he quoted, in which a learned judge held that, if the plaintiffs in a certain case of an accident to a horse went back and back, they would see that if the horse had never left the mews no accident would have occurred. He might say that if the anchor had never been dropped, if the cable had not been there, or if the *Rubi* had not been in the harbour, no accident would have happened. Because the *Rubi* might have gone to any other safe anchorage, and went to Kowloon Bay, it could not be said that there was any negligence on the part of the *Rubi*. The plaintiffs wish to say that it was negligent of the *Rubi* to drop her anchor at all at that time. Assuming that the damage to the cable was done by the *Rubi*'s anchor, it was not negligent on her part to drop her anchor at that time, considering the state of the weather. The plaintiffs have to show that it was a wrongful manoeuvre on the part of the captain of the *Rubi* to drop her anchor when she did, for it was the dropping of the anchor that did or caused the damage. He submitted that the plaintiff had not shown what was the crucial point in this case, whether it was unreasonable or negligent on the part of the *Rubi*, having due regard to the condition of the elements, to drop her anchor when she did, and that they should have shown. It was obvious that the captain, intending to go to Kowloon Bay, would not have dropped her anchor elsewhere, unless she had good and sufficient reasons for so doing, and he would submit that there was no case to go to the jury, and he would ask His Honour to dismiss the suit with costs against the plaintiff company.

His Honour: I am of opinion that there is a case to go to the jury, and I cannot take the case from them; and the case must proceed. I cannot say anything more now.

Mr. Pollock: Quite so, My Lord. What your Lordship holds, I take it, is that if your Lordship were sitting as a jury you would wish to hear further evidence?

His Honour: Yes; we'll hear your evidence.

Mr. Pollock, addressing the jury, then said that the question they would have to consider was whether, in dropping her anchor at the time and under the weather conditions prevailing, the *Rubi* showed negligence. He reviewed and criticized the evidence for the plaintiff company adduced yesterday, and said that one very positive witness yesterday had made a very curious statement in his evidence, wherein he said he would treat a steamer with only one boiler in use as a partly disabled steamer. That was absurd, because the *Rubi* had made the voyage to Manila and back with only one boiler in use, and he would show that other steamers had made similar voyages, but were never considered partly disabled vessels. As far as the weather was concerned, everybody knew that there were very often false alarms of typhoons in this harbour; signals were hoisted and then hauled down again without any typhoon having approached. But the plaintiffs expected the *Rubi* to take fright at the first sign and run to shelter. The captain of the *Rubi* dropped her anchor, as the most prudent thing to do, without pausing to consider any submarine cables, seeing the responsibility he had on his shoulders in the charge of his vessel. The plaintiffs seemed to think their cable of more importance than the safety of the *Rubi* and all aboard her. Another point was that two or three steamers went across the harbour to Kowloon Bay two hours after the *Rubi* left her moorings, so that it could not be said that the *Rubi* was so very late in leaving. After hearing the evidence for the defence the jury would have to decide whether there was negligence in the dropping of the anchor, and whether the anchor was dropped inside the reserve area.

Evidence was adduced, and the case adjourned till to-morrow afternoon at 2 o'clock.

JIM Christie and Mike Patton, two well-known pugilists, are staying in Singapore. The former, who has settled such tough propositions as McCoy, King of the West Kents, and the famous "Coffee Cooler," hopes to meet "Tiger" Smith in India shortly. In the interim he is open to a challenge from any exponent of the gentle art in Singapore.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

INCREASE OF CAPITAL CONFIRMED.

An extraordinary general meeting of the Union Insurance Society of Canton, Limited, was held at the registered office of the Society, No. 1, Queen's Buildings, at 11.30 o'clock in the forenoon, for the purpose of confirming the resolution which was passed at the extraordinary general meeting of the Company held on the 20th day of December last for the increase of the capital of the Society. There were present: Messrs. H. W. Slade (chairman), A. G. Wood, N. A. Siebs, G. H. Medhurst, A. Forbes (directors), W. J. Saunders (secretary), Messrs. F. Paget Hett, A. B. Rouse, C. M. G. Burnie, H. M. H. Nemaze, A. V. Apar, Julio A. Carvalho, H. J. M. Carvalho, and Capt. F. D. Goddard.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen, the object of this meeting is to submit for confirmation a special resolution the resolution which you have just heard read, and which was passed at the extraordinary general meeting held here on the 20th December, 1905. I propose that this resolution be confirmed.

The resolution is as follows:—"That the capital of the Society be increased to \$3,100,000 by the creation of 2,400 additional ordinary shares of \$250 each (whereof \$100 shall be credited as paid up) ranking for dividend and in all other respects pari passu with the existing ordinary shares of the Society; and that the said additional shares, so far as shall be necessary for the purpose, be issued to those shareholders of the China Traders' Insurance Company, Ltd., who have accepted or shall accept the Society's offer made to them on the 15th August, 1905, such issue being in accordance with the terms of a contract or memorandum in writing made or to be made pursuant to the said offer and to be filed with the Registrar of Companies; and that the balance, if any, of the said additional shares be disposed of by the Board in such manner as it shall think most beneficial to the Society."

Mr. Paget Hett seconded.

The Chairman:—Gentlemen, it is proposed by myself and seconded by Mr. Paget Hett that the resolution be confirmed. Those in favour will please hold up their hands.

All the shareholders signified their approval of the resolution.

The Chairman:—I thank you for your attendance. The Society is now in a position to deal with the shareholders of the China Traders' Insurance Company in accordance with the terms of the Society's offer.

This was all the business.

BEFORE Mr. F. A. Hazeland, at the Magistrate's Court this morning, David Hamilton, stoker, H.M.S. *Acclivity*, was up on a charge of stealing a nickel watch from a shopkeeper in East Street, on Wednesday night. According to the evidence for the complainant it was learnt that at about eight o'clock on the night in question defendant approached the shop and after bargaining for a watch took it up and cleared. P.C. 103 said that while on duty he saw defendant running and a number of Chinese giving chase. When he stopped Hamilton the latter had a watch in his hand, but the sailor said he had already paid \$1.50 for it. A witness for the defence (a blue-jacket from the *Hogue*) said that he went with defendant to a certain shop to buy a pair of football boots. Afterwards they approached defendant's shop. After some time arguing about the time-piece they could not come to a bargain. After more talk they "beat" the Chinaman down to \$1.50 from his original price of \$4. Defendant produced some twenty pieces and put them on the glass-case. The complainant then remarked that part of the money was bad. Then the defendant picked up the money and both defendant and complainant remained arguing the point. A crowd gathered and next witness saw defendant running down the street. Witness could not say for certain when defendant ran away, whether he took the money away also. A policeman stated that it would be impossible for defendant, considering the short distance he ran, to have placed the money—if he had taken it from the counter—in his collar-belt and ran at the same time. Defendant in his statement said that after depositing the price of the watch on the glass-case and the Chinaman saying that part of the money was bad he commenced to walk away. While doing so he received a "crack" on the jaw and so he fled down the street, when he met a policeman and related his case. His Lordship held that there was an actual sale and discharged the defendant.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prins Waldemar*) 7th inst.
Indian (*Kutsum*) 9th inst.
Canadian (*Athenian*) 9th inst.
American (*Doric*) 10th inst.
French (*Calcedonien*) 10th inst.
German (*Prins Sigismund*) 14th inst.
Canadian (*Empress of India*) 17th inst.

The Silk ex C. P. R. Co's s.s. *Tartar* arrived in New York on 31st ult.

The Imperial German Mail s.s. *Prins Waldemar* from Japan is due here on Sunday, a.m.

The C. P. R. Co's s.s. *Empress of Japan* arrived at Vancouver on 3rd inst, at 4 p.m.

The O. S. S. Co. & C. M. S. N. Co's Charter s.s. *Saint Bada* left Singapore on 3rd inst, and is due here on 11th inst.

The C. P. R. Co's s.s. *Athenian* arrived at Yokohama at 8.30 a.m., on 31st ult., and left again at 6 p.m., same day, for Kobe, where she is due to arrive at midnight, on 3rd inst.

TELEGRAMS.

[RATES.]

France.

LONDON, 3rd January.
At the New Year reception at the Elysee, M. Tornielli, on behalf of the diplomatists, voiced the satisfaction given by the Russo-Japanese peace, and the advance made in the international peace movement.

President Loubet, concurring in these remarks, said that he drew the most favourable conclusions from the pacific dispositions of the world.

The "Times" on the Organisation of the Chinese Army.

Later.
The *Times*, discussing in two exhaustive articles by its military correspondent, Yuan Shi Kai's army, which is warmly praised for its excellence in training and discipline, describes a scheme for increasing the army to 432,000 men, and remarks that this would relieve the Powers of all further anxiety for the integrity and independence of the Chinese Empire.

The Anti-Tea Duty League.

The anti-tea duty league is already conducting a lavish non-partisan election campaign by means of posters, and has now issued a strongly argued general appeal.

The Elections.

The *Times* calculates that the Liberals must win 76 seats in order to defeat the Unionists unaided, or 117 to confront a possible Unionist and Nationalist combination. No fewer than 133 members of the House of Commons are not seeking re-election.

THE RETURN OF THE TROOPS.

OVER 100,000 ALREADY BACK.

The *Kokumin* states that up to Dec. 12 the total number of troops who had returned to Japan from the front was 212,106 of all ranks. They are divided according to medical inspection station as follows:—

Ninoshima	120,292
Dairi	57,430
Wada-no-misaki	34,380

Total 212,106
They may be said to represent two months' work, and if the same rate is preserved, as seems more than likely the total brought home by 1st April will be fully 636,000. According to the *Japan Mail*, the aggregate strength of the various Japanese armies in the field when peace was concluded can scarcely have exceeded three-quarters of a million.

THINKING IMPERILLY.

A remarkable sign of the times is the great success which has been achieved by the *Over-Sea Edition of the Daily Mail*, published in London, England, every Friday in time for the mails. It is just twelve months since the *Over-Sea Daily Mail* was first published, yet in this short space of time the journal has attained a unique Empire-wide circulation. It is now safe to say that there is no portion of the Globe where Britons are gathered together where the *Over-Sea Daily Mail* can not be found.

The *Over-Sea Daily Mail* makes a feature of "Home" news. Readers of the *Hongkong Telegraph* may obtain a specimen copy of the *Over-Sea Daily Mail* free, by sending a postcard to the chief clerk, "Over-Sea Daily Mail," London, England. The cost of an annual subscription is seven shillings (or equivalent in local currency).

A WILD LION AT WARREN'S.

BITES ITS TRAINER.

The displays in the lions' cage at Warren's Circus are always of a thrilling character, even under ordinary circumstances, but at the performance last night, the trainer, M. Zabiri, while in the cage, met with an adventure which made more than a thrill pass through the spectators, and which, while entailing serious injuries to himself, might have been attended by the most serious consequences possible. M. Zabiri is noted as a lion tamer utterly without fear in pursuing his dangerous profession. When he enters the cage where are the two big lions, he puts them through their paces, makes them leap over barricade and, as the climax of his daring exhibition, forces open the animals' mouths, putting his face between their jaws. Last night he was doing this with the larger of the two lions when the brute suddenly closed its teeth, and bit right through its trainer's cheeks, breaking a number of teeth and causing blood to flow all down his breast. The spectators were horrified to think what might be the consequences, but the trainer showed no signs of fear and remained in the cage for several minutes longer. On coming out he had his wounds temporarily bound up, and, after the interval, insisted upon going again into the cage to conclude his performance. It ended without further mishap. Subsequently his injuries were dressed by a doctor. His jaws were found to be very badly lacerated.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 4th at 11.55 a.m. The barometer has risen over 1/2 inch, and fallen over the Loo-Choo and Formosa.
A shallow area of low pressure appears to be lying over the Pacific to the South of the Loo-Choo, and the belt of high pressure lies now over the Japan Sea and the Sea of Japan.
Strong monsoon is still indicated in the Formosa Channel, and the M. part of the China Sea. Forecast:—Moderate N. wind; Jan.

CHINA AS A WORLD POWER.

MR. F. BROCKMAN'S LECTURE.

Mr. Brockman, the National Secretary of the Young Men's Christian Association in China, Korea and Japan, landed in Hongkong on the evening of New Year's Day. On Tuesday evening a number of Y.M.C.A. members and sympathisers and friends assembled in the Association rooms, at 25 Des Voeux Road Central, to welcome the National Secretary to their town. In response, Mr. Brockman thanked them and related a few incidents of his recent tour, which were very interesting and instructive.

Last night Mr. Brockman spoke on "China as a World Power." The Hall was crowded, over 300 visitors and members being present. Mr. Fred Mow Fong, the genial President of the Chinese Department of the Y.M.C.A., was in the chair and in a few well-chosen words introduced the speaker to the audience, who had come to Hongkong after about a year and a half. A large number of Chinese gentlemen being present who did not understand English Mr. Ng Tin Po acted as an interpreter and went on rendering into Chinese the words of Mr. Brockman, passage by passage.

Mr. Brockman opened his speech by saying that that time was now gone, and gone for ever, when a country or a continent could hold itself isolated from the outer world. This was more especially true of the countries that are lying across the great Pacific Ocean, which has become and was daily becoming the centre of the world around which the different countries were being knit together. The United States, England and France all had possessions in this wide Ocean, while the stupendous struggle between Russia and Japan was due to Russia's passionate desire of having possessions across the Pacific. The great number of the steamers which were daily making it impossible for all the countries round its waters to remain secluded from the other countries and nations. Mr. Brockman laid stress on the fact that a time had come in the history of the world when no country, no nation, had it in their power to exclude another country or its people. He said that at the present time neither China could exclude the Americans nor could the United States exclude the Chinese. San Francisco, he emphasised, had come to be regarded as the Front Door of the United States and not the Back Door thereof as it was some years ago. New York, if any, was the Back Door of the States.

Speaking about the advantages China had over other nations and countries, Mr. Brockman affirmed that China could trace its history from the last 4000 years or at any rate, 2000 years, and that too with continuity. Thus China had the advantage of these years' experience and could turn same to very good account. And, China had magnificent soil, rich in agriculture, minerals, coal, etc. and further advantage of having all the territories in one place and knit together. Japan, Mr. Brockman pointed out, had no such advantages. Japan had no extensive territories where they could spread. The third advantage that China had, in Mr. Brockman's opinion, was that it was compact, it had one language, and the Chinese were unlike the Indians, one and united. In having one and the same literature China was compact and knit together. The fourth advantage was, what Mr. Brockman termed the "virility" of the Chinese people. He affirmed that the Chinese could, without any difficulty, live in the hottest and the coldest part of the globe and would thrive. The fifth advantage, Mr. Brockman observed, was in China's being able, intellectually, commercially and industrially.

But Mr. Brockman regretted the Chinese were behind time and very low in the scale of nations. As a world power China has no position. It was badly lacking in several essential qualities, which are necessary to raise a country to be a world-power. He said, that China of course required a well-trained army, which could hold its own against any Army of the world. But he felt that he need not emphasise that point, as he felt sure that China would not forget that if it was rising into a World-Power. He, however, said that there were other things which were more important or at least as important as that. Chinese masses required education, a liberal education, industrial, commercial and technical education. Japan would never have been able, the Speaker asserted, to beat Russia, if the Japanese soldier had not been educated and could intelligently understand what led his country to declare war against Russia. He emphasised this point and said with great force that the sacrifices which the Japanese soldiers did in the late Russo-Japanese War, would never have been done unless the soldiers had that intelligent education which alone could make them understand that their very national existence depended upon the successful issue of the war. While China was ignorant, in Japan each small village had its own school; every parent, no matter what he was, had to send his children compulsorily to school, and there was no family whose members could not read or write; the percentage of those who can read in Japan being 97. Such was the case in other countries too. In England, United States and Germany, as well as the other countries which are being reckoned as world-powers, there are schools in every village and all the children of school-going ages are going to school. There are schools of various sorts in all these countries—Primary, Agricultural, Technical, Electrical, &c. In all the countries which are being recognised as leading the world, masses were being given liberal education. Mr. Brockman admitted that China respected learning; that the Chinese had very well educated officials. But he asserted China required not a few educated Mandarins, but the four hundred thousand people of China, all educated. It was, he said, a stupendous task, a task which he said might stagger and will tax all the powers of the Chinese Empire for years to come. Such education, the Speaker affirmed, is sure to bring about public order,

THE HONGKONG TELEGRAPH, THURSDAY, JANUARY 4, 1906.

ment and patriotism. Mr. Brockman told these present that China required to know how to make things nicely, cheaply and adapted to the wants of the other countries, where they are to be exported. The Chinese ought to make things that would sell. All watches, Mr. Brockman pointed out, used to come into the States from Switzerland, when he was a child; but the young men of the States set about making them with the result that the same watch which cost them gold dollars 150 then, costs now only 30 gold. China's one great want was, then, work-people who cannot only make things in the stereotyped ways but can turn them out cheaply by machinery and better than before. Mr. Brockman admonished the young men of China not to expect that China would jump up as a very enlightened World-Power like Japan or England or the United States. China has to consistently and perseveringly work for that, before it can ever become so. Another thing in which China sadly lacked was "Stability." China ought to have a fixed policy and must persevere in that. Mr. Brockman said that that was the case of the other leading world powers and their policy was so very consistent and they work so very stably that one could very easily say, what England or the United States was going to do after even a hundred years. China must also have endurance. Mr. Brockman was very pleased to see the tendency amongst the Chinese students to go over to Japan to study, but he was very sorry to note that, on account of there being no stability in them, there were 8,000 Chinese students at the moment when he left Japan, waiting for boats to enable them to go home. He admitted that the Japanese educational authorities may be hard upon them, but they must have the will to endure a little bit of trouble and have [education] at all cost. In China, too, the students are very apt to go on strikes and organize revolutions. These were deplorable, Mr. Brockman said. The next thing which China should have before it can attain the dignity of being recognised as a world-power, was to have friends, strong friends and allies. Mr. Brockman could not help praising the far-sightedness and shrewdness of the Japanese statesmen, who worked silently but steadily to bring about the recent Anglo-Japanese Treaty and win over England and the United States to its side. Mr. Brockman also emphasised that the Chinese people must become great commercially and industrially. Japan had won the recent war, but is now struggling hard to succeed in the commercial race of the world, which is very keenly going on. China's exports were falling off almost to extinction. Mr. Brockman, before coming to the Far East, went to all the leading firms in New York, who were importing goods from China to find out as to how China was getting on with the States. He said very sadly that he found that the whole trade of China with the States was well-nigh dead. All the business had been transferred to Japan. One merchant told the speaker that in 1887 he used to import 2 1/2 million silk handkerchiefs, but now he does not get a single one. Another importer told him that he was importing from China sometimes back 25,000 pieces of silk at \$8 gold per piece, now he gets all his requirements from Japan. These people pointed out that they were importing goods from Japan because Japan afforded them many facilities while it was so very difficult to buy from China. While the Japanese sent over their experts to study the United States people's wants and tastes, adapted their products according to their experience, and every time they sent out their goods they were not only superior but were in fact cheaper being turned out by machinery; while the Chinese workmen are exactly at the same place as they were 2000 years ago. The speaker deduced from all this that China has got to come up to the level of the other World-Powers and leading nations. The last essential, which China must have, according to Mr. Brockman, is "a civilization based upon righteousness." He quoted Confucius in support of this and said that the Government must throw out her dishonest and unscrupulous officials and take up honest people. Mr. Brockman affirmed that he knew that China respected learning and wanted all its officials to be highly educated; but he pointed out that a very learned man can be a rogue. That is why, he asserted, he wants to see China Christianized. Mr. Brockman laid emphasis on this point and asserted that his message to China was to be righteous. He concluded his address by saying that he had spoken very frankly and criticised China, but he did so because he loved China and liked to see it as a World Power.

With these words Mr. Brockman took his seat amidst hearty cheers. The Chairman proposed a vote of thanks for the speaker, which was endorsed by the entire assembly. The lecture was very impressive and the young men of China went out of the Hall with the firm resolve to add their mite in raising their country up. The Chinese interpretation of the address was literal and very able.

The new issue of postage stamps in Siam that was casually announced some time since and forgotten about by most people, is now partly on sale at the post offices, says the *Bangkok Times*. The design is entirely new, and the same on each, though the colours vary with the denominations, and they make a very pretty set. The head of I in Majesty the King appears as a small profile cameo, supported by two Siamese children, between whom, and just below the King's portrait, appears a distant view of Wat Cheng and the river, with the word "SIAM" at the top, and the value below. The values announced are of one, two, three, four, five, eight, twelve, twenty-four and sixty-four atts, respectively. The one att stamp is of pale yellow, with pale green centre; the two att is purple and pale green; the three atts, green; the four atts, purple and red; the twelve atts, blue; and the twenty-four atts, brown. The five, eight, and sixty-four atts stamps are not yet issued for sale. The new stamps are slightly larger than those which they supersede.

TURF TOPICS.

It was my privilege last evening to see some of the newly-arrived griffins with their blankets off in the compound of the Horse Repository. I paid special attention to Mr. Geo. Potts' string of animals, which have been specially selected by the well-known dealer, Achow and which are the pick of fifty-four animals. A very striking pony, not only because of his colour, but on account of his confirmation, is the one with brown cheeks, a white nose, white eyes and a pure white body, with a few brown hairs in his tail. He is well-ribbed up, has a grand sloping shoulder, powerful quarters and a strong loin. In addition, he is a compact well-coupled pony and one that to "knowers" of the China pony represents perfection.

A light-coloured grey too is a marvellously shaped pony. He has rare galloping quarters, in fact, any of these four griffins might be said to represent what a high class good quality and racing looking China pony ought to look like.

One of the griffins has already been prepared for the autumn meeting and entered under the name of Emerald King, but was considered a little too much on the big side and therefore did not start, and is still a griffin. He is a grand looking pony and if he can be brought to the post, will, I think, render a good account of himself.

Mr. Buxey's string, when I arrived at the Horse Repository, had already returned to their stables. I was there informed that they had only been walked for a few minutes just to allow the trainer to inspect them after their voyage. Therefore I am not in a position to judge, not having seen the ponies.

One of them, I believe, has done 2 min. 47 sec. in Shanghai for a mile and a quarter, and *Snowball* as a rule brings pretty "hot stuff."

At the race course yesterday morning a good many of the subscription griffins were powed, the best gallop being done by Mr. C. P. Chater's sub, whose half-mile was rattled off in 1 min. 6 sec., 1st quarter 30 sec. In fact, there was nothing within six seconds of this time.

Mr. Moxon's "little rat" took 1 min. 11 sec. over the same distance, last quarter 35 sec., and Mr. Rose's grey sub ran away from Mr. Mitchell's and as they were both stopping to nothing at the finish I did not take their last quarter.

By far the best gallop was put up by Mr. Bolles' sub, with the Molo Boy in the pigskin. He covered a mile in 2 min. 23 sec. Alladin who went with him being beaten off, and pulled up a quarter of a mile from home.

Mr. Christian's sub too moved very well and I overheard, his late owner—Mr. Ellis Kadoorie—lamenting the fact that he had sold him.

Mr. Babington's pony also was entered half a mile and allowed to move the last two yards. There is not the least doubt that he has a splendid style of going.

Now that the race meeting has been definitely fixed for the 12th, 13th and 14th and Off Day on 17th February instead of March 1, 2 and 3 as previously arranged, it will be a case of make or break, and parties will have to be hustled along for all they are worth when fat or lean, sick or sorry, tired or fresh, and the man who can spot the winner amongst the subscription griffins up to the present deserves a reward.

THE RIDING BOY.

THE STANDING NAVAL SQUADRON.

Japanese papers report that the First and Second Squadrons, and South China Guardship Squadrons, which, as previously recorded, were formed on the formal dissolution of the United Fleet, have been constituted as follows:—

First Squadron:—The Yakumo, Asama, Tokiwa, Iwate, Aruma, Izumo, Olowa, Chiwaya, Tushima, the auxiliary cruiser Anekawa, and destroyers Adake, Fubuki, Kasumi, and Yayoi.
Second Squadron:—The Iki, Okino-shima, Chiyota, Izumi, Niihaka, Uma, Tatsuta, the auxiliary cruiser Mamshu Maru, and the destroyers Marasame, Asahiwa, Asagiri, and Shirakuma.

South China Guardship Squadron:—The Takachino, Chitose, Uji, and Sumida.
The Training Squadron:—Hashidate, Issu-Sushima, and Matsushima.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly and Potts's share list to-day:—
Hongkong Bank \$895 1/2
Canton Insurance 315
China Traders 87
China Fines 91
Rube 4 1/2
A.S. Watsons 15 1/2

The *Strait Times* understands that H. R. H. Prince Arthur of Connaught is expected to arrive at Singapore on February 2nd and en route for Japan. In honour of the occasion, all the local Chinese Clubs are organizing a monster lantern procession, etc., which is timed to reach Government House at 10 p.m. H. R. H. will leave Singapore on the 3rd of February.

To-day's Advertisement.

FOR SALE.

REMINGTON TYPEWRITERS, new and in good condition. BARGAIN PRICES. From \$155 to \$150. Apply to H. R. DUTTON, 10, Market Street, Hongkong, 12th January, 1906.

To-day's Advertisements.

HONGKONG JOCKEY CLUB.

NOTICE.

THE 1906 RACE MEETING will be held on MONDAY, 12th February, and TWO FOLLOWING DAYS, not on the 1st, 2nd and 3rd March, as previously arranged for. ENTRIES WILL CLOSE on SATURDAY, 30th January next.

In all other respects the programme as issued will stand.
By Order, T. F. HOUGH, Clerk of the Course.
Hongkong, 4th January, 1906. [92]

ST. GEORGE'S HALL.

SUBSCRIBERS TO ST. GEORGE'S HALL are requested to forward their SUBSCRIPTIONS to the Undersigned, not later than the 15th instant.

W. C. D. TURNER, Hon. Treas., C/o H. & S. Bank.
Hongkong, 4th January, 1906. [87]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. GILLESPIE BROTHERS & CO., of Sydney, Australia, Merchants, have, on the 13th day of October, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS of the following Trade Mark:—

"The representation of a stork standing on a patch of water."

In the name of GILLESPIE BROTHERS & CO., who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith, in respect of the following goods:—
FLOUR, WHEAT, BRAN, BARLEY, MAIZE, GRAIN AND CORN, IN CLASS 42.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.
Dated the 3rd day of January, 1906.
DENNIS & BOWLEY, Solicitors for the Applicants. [89]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that ALBERT LEVY, trading as Ardath Tobacco Co., of State Express Works, Worship Street, London, England, Tobacco Manufacturer, has on the 9th day of November, 1905, applied for the Registration in Hongkong, in the REGISTER OF TRADE MARKS of the following Trade Mark:—

"ARDATH," in the name of ALBERT LEVY, trading as Ardath Tobacco Company, who claims to be the sole proprietor thereof.

The Trade Marks have been used by the applicant in respect of the following goods:—
MANUFACTURED TOBACCO, IN CLASS 45.
Dated the 3rd day of January, 1906.
DENNIS & BOWLEY, Solicitors for the Applicants. [90]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, Registered Office, Cecil Chambers, 26, Strand, London, England; Tobacco Manufacturers, has, on the 17th day of November, 1905, applied for the Registration in Hongkong, in the REGISTER OF TRADE MARKS of the following Trade Mark:—

"A label containing in the middle the representation of a front view of a motor car with four men seated therein, above being the word 'Autocar' and below the name and address 'W. D. & H. O. Wills, Bristol & London.'"

In the name of the BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods:—
MANUFACTURED TOBACCO, IN CLASS 45.
A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary.
Dated the 3rd day of January, 1906.
DENNIS & BOWLEY, Solicitors for the Applicants. [91]

NOTICE TO CONSIGNEES.

B.B. "FERNANDEZ HERMANOS," FROM MANILA.

CONSIGNEES of Cargoes hereby informed that all Goods are to be taken from alongside. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th January, 1906. [188]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATOON APCAR," Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 4th January, 1906. [86]

Australian Honey.

Smoked Fish. Turkeys.

Rabbits. Hares.

THE HONGKONG FROZEN FOOD SUPPLY.

See Our Price List on Page 8.

Hongkong, 4th January, 1906. [11]

Intimations.

Special Opportunity.

AT THE

ROBINSON PIANO CO., LD.

ONE GETS A POOR RETURN FROM A PIANO IF IT IS A MERE ARTICLE OF FURNITURE OR AN INDIFFERENT MUSICAL INSTRUMENT ATTACH AN

APOLLO PIANOLA

AND ALL MUSIC IS AT YOUR COMMAND

A CONCERT OR DANCE PROGRAMME AT A MOMENT'S NOTICE.

\$290 UPWARDS.

HIRE OR HIRE-PURCHASE SYSTEM.

RACHALS' PIANOS

\$550, formerly \$670.

JUST UNPACKED

IN NEW STORE,

BECHSTEIN, STEINWAY

KRAUSS,

HAAKE,

RACHALS,

WERNER.

A STOCK UNEQUALLED IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 15th December, 1905. [13]



Trade Mark

TELEPHONE No. 135.

THE

DISTILLERS

COMPANY

LIMITED,

Edinburgh, Glasgow,

London.

GINS

PER

DOZEN

\$8.00

Old Tom and Dry

SOLE AGENTS—

H. PRICE & Co.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"SAINT BEDE"	11th January.
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"OOPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALOINUS"	13th "

The Chartered S.S. "Saint Beede" left Singapore on the 3rd inst., and is due here on the 11th.

HOMEWARD.

For	Steamers	To Sail
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January.
AMSTERDAM, LONDON & ANTWERP	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
AMSTERDAM, LONDON & ANTWERP	"PATROCLUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To Sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.

WESTWARD.

From	Steamers	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th January, 1906.

[3]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHANGCHOW"	5th January.
CHEFOO	"SHANGHAI"	8th "
SHANGHAI	"YOHOW"	9th "
MANILA	"TAMING"	9th "
YOKOHAMA and KOBE	"TAIYUAN"	9th "
CEBU and ILOILO	"KAIFONG"	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th January, 1906.

[9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

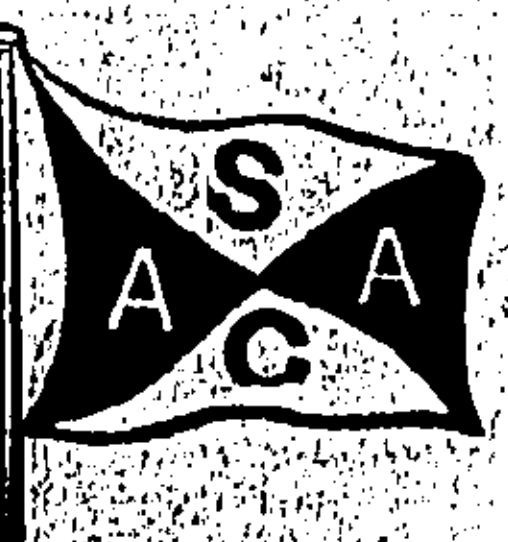
Steamship.	Tons.	Captain.	For	Sailing Dates.
RURI	2540	R. Almond	MANILA	SATURDAY, 6th Jan.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 13th Jan.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th December, 1905.

[7]



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast)

Steamship	Tons	Captain	For	Sailing Dates
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

[8]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

Corner of Canton and Colborne Streets, Kowloon.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. WING CHAI.

Captain T. AUSTIN, R.N.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sundays

at 8.30 A.M. Departs from Macao on Week

Days at 1.30 P.M. and on Sundays at 3.30 P.M.

if permitted.

FARES—Week Days, 1st Class, including

Cabin and victuals, Return Ticket

\$1; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates: 1st and 2nd Class, Single

Ticket, \$1; Return, 50 cents; 3rd Class, Single

Ticket, 50 cents; Return, 25 cents.

Breakfast, Dinner and Stewards' charges

either on board, or at the Macao Hotel, for

returning passengers only, at an extra charge

of 25 cents.

On Sundays, passengers desiring to have a

Private Cabin, which has accommodation for

two or more passengers, will be charged 50

cents extra.

First Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on pro-

duction of the Return Half Ticket. Should

the Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 2nd January, 1906.

[17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey, \$4

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[18]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	SATURDAY, 6th Jan., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NANSANG"	SATURDAY, 6th Jan., 3 P.M.
SHANGHAI	"CHOYSANG"	SATURDAY, 6th Jan., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th January, 1906.

[6]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.
"ARABIA"	4,483	Mettenhith	January 31st, "
"ARAGONIA"	5,192	Ernst	"
"NICOMEDIA"	4,370	Wagemann	"

The S.S. "Numantia" arrived at Yokohama on the 1st instant.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND

ANTWERP

THE Steamship

"GLEN TURET"

Captain R. Webster, will be despatched as above

on or about TUESDAY, the 16th January.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 28th December, 1905. [1295—G]

COMPAGNIE DES MESSEGERIES

MARITIMES.

FOR

MARSEILLES, HAVRE, ANTWERP

(DIRECT).

Taking Cargo to LONDON with prompt trans-

shipment at Marseilles.

Calling at MANILA, SINGAPORE, PENANG and

COLOMBO.

THE Company's Steamship

"KOUANG-SI"

Captain Barillon, will be despatched as above

on or about the 6th February, 1906.

This Steamer has Accommodation for Pass-

engers and carries a duly qualified Doctor.

For information as to Passages and Freight

apply to

G. DE CHAMPEAUX,

General Agent.

Hongkong, 2nd January, 1906.

QUEEN'S BUILDING, 10, QUEEN'S ROAD WEST.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Shawmut 5,600 E. V. Roberts 27th Jan.

Hyades 3,753 Geo. Wright

Tremont 5,600 T. W. Garlick

Lyra 4,417 G. V. Williams

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings,

Hongkong, 4th January, 1906.

[12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ATHOLL" 13th January.

"PATHAN" 23rd January.

"ST. GEORGE" to follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 2nd January, 1906.

QUEEN'S BUILDING, 10, QUEEN'S ROAD WEST.

HONGKONG, 4TH JANUARY, 1906.

QUEEN'S BUILDING, 10, QUEEN'S ROAD WEST.

QUEEN'S BUILDING, 10, QUEEN'S ROAD WEST.

QUEEN'S BUILDING, 10, QUEEN'S ROAD WEST.

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QUEEN'S BUILDING, 10, QUEEN'S ROAD WEST.

QUEEN'S BUILDING, 10, QUEEN'S ROAD WEST

THE DEPOT OPENS AT 6 A.M.

Make your

XMAS

AND

NEW YEAR'S

PURCHASE

FROM

A. CHAZALON & CO.

6, Queen's Road, Central.

Just Received

A Select Assortment of ENGLISH and FRENCH
Confectionery from the best makers of London
and Paris.

**MARRONS GLACES
FONDANTS, FOURRES
PRALINES
DRAGEES
PATES PECTORALES
NOUGAT
PAPILOTES
CRYSTALLISED FRUITS**

AT MODERATE PRICES.

FRENCH CHOCOLATE
CADBURY'S "
LOWNEY'S "
PETER'S "

ALSO

ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY,
LIQUERS, BRANDY, WHISKY, &c., &c., from the most renowned
Houses in France and other foreign countries.

Hongkong, 11th December, 1905.

[1235-D

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	82.50
" * * *	20.00
" * * *	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. F. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.00

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE

GENERAL HOUSEHOLD

REQUISITES

DEROT

FOR

EASTMAN'S

KODAKS FILMS

AND

ACCESSORIES

Telephone 196  ACCESSORIES
AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION

SHARE QUOTATIONS

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon, later alterations given under "Commercial Intelligence" page -

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT		LAST DIVIDEND	APPROXIMATE RETURN AT PERCENT QUOTATION	CLOSING QUOTATION
				RESERVE	AT WORKING ACCOUNT			
BANKS								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$50,000	\$1,702,728	\$1.15 @ exchange 1/100 = \$1.05625 for first half year 1905	5%	(1899) sales (London 2/20) \$24 buyers
National Bank of China, Limited	99,975	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905		
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,095	\$211,540	\$20 for 1904	6 1/2%	\$200 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$50,000 \$169,215 \$202,455 \$200,955	Nil	\$41 for year ended 30.6.1905	5 1/2%	\$24 buyers
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 50,000	Tls. 302,053	Final of 7/8 making 15/16 for 1904	5 1/2%	Tls. 95
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$4,000,000 \$20,000 \$11,413 \$1,043,910 \$1,523,364	\$2,337,112	\$40 for 1904	5 1/2%	\$200 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$750,000 \$5,000	\$946,284	\$12 and \$3 special dividend for 1905	8 1/2%	\$170
FIRE INSURANCES								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,103	\$359,047	\$6 dividend & \$1 bonus for 1905	8%	\$50 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,000	\$360,372	\$34 for 1905	11%	\$350 sellers
SHIPPING								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$50,000 \$201,930 \$38,094	\$4,852	\$1 for 1904	4 1/2%	\$25
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$500,000	Nil	\$53 for year ended 30.6.1905	10 1/2%	\$50 buyers
Hongkong, Canton & Macao Steamship Co., Ltd.	20,000	\$15	\$15	\$600,000 \$145,376 \$120,000	\$18,074	\$2 for first half year 1905	8%	\$25
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£241,150 £1,399	£4,435	12/ @ 1/100 = \$6.29.51 for 1904	7 1/2%	\$50
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,702	Interim of Tls. 2 for 1905	8%	Tls. 58 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,000,000 £4,116	£18,852	Interim of Tls. 2 for 1905 1/1 (Coupon No. 6) for 1905	4 1/2%	Tls. 47 buyers \$236 ex div.
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$24,217 \$24,000	\$949	(\$1.80) for year ending 30.4.1905 (\$0.90)	5 1/2%	\$52 sales \$23 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000 \$10,000	\$21,231	\$10 for 1904	7 1/2%	\$140 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 105,470 Tls. 28,000 Tls. 81,000	Tls. 4,333	Interim of Tls. 2 for 1905	9 1/2%	Tls. 35 buyers
PRIMARIES								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$150,000	\$48,812	Interim of \$10 for 1905	10%	\$200 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$8,987	\$3 for 1897		\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,735	Tls. 21 for year ending 30.6.04		Tls. 62 sales
MINING								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£30,000 £2,611	£43,355	Final of 7/1 (No. 5)		Tls. 9 sales
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$67,093	Final of 50 cents making G \$1 for 1905		G \$161.52 div
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		\$4 buyers
DOCKS, WHARVES & GODOWNS								
Farnham, (S. C.) Boyd & Co., Limited	51,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 15 for 1904/5	10 1/2%	Tls. 120/1210 \$25 buyers
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$2.75 for 1904 on old capital First year		\$24
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$250,000 \$58,493 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905	4 1/2%	\$100
Hongkong & Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000 \$41,500	\$501,332	\$6 for first half year 1904	8%	\$164 sales
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$55,500	Dr. 10,660	\$1 1/2 for 1905	7%	\$17 1/2
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,220 Tls. 39,880	Tls. 20,711	Interim of Tls. 6 for 1905	5 1/2%	Tls. 225 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2%	Tls. 190 buyers
LANDS, HOTELS & BUILDING								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$14,515 Tls. 34,	\$0,028	\$2 1/2 for year ended 30.6.1905	9%	\$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Interim of Tls. 5 for year ending 30.6.1905	8%	Tls. 130 buyers
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,502	Interim of Tls. 1 for year ending 30.6.1905	12 1/2%	\$15
Do. (Founders)	723	\$15	\$12			Final of 60 cents making \$1.80 for 1904	12 1/2%	\$100
Do. (New Issue)	74,000	\$15	\$7 1/2			Preferential of 7 per cent for 1904	7 1/2%	\$7 1/2 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$51,087	\$10,126	\$5 for first half year 1905	6 1/2%	\$150 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,375	Interim of \$3 1/2 for 1905	5 1/2%	\$225
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,586	Tls. 7,202	Interim of Tls. 1 for 1905	15 1/2%	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	First year	Final of \$6 making \$10	9 1/2%	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$11,958	50 cents for 1904	9 1/2%	\$51 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$5 for 1904	7 1/2%	\$25
Shanghai Land Investment Company, Limited	54,000	Tls. 50	Tls. 50	Tls. 28,813 Tls. 170,000	Tls. 40,066	Interim of Tls. 5 for 1905	6 1/2%	Tls. 120 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 6 for 1905	12 1/2%	Tls. 45 sellers
Tientsin Land Investment Company, Limited	7,770	Tls. 100	Tls. 100	Tls. 67,500	Tls. 725	Interim of Tls. 2 for 1905	6 1/2%	Tls. 215 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2%	\$5
COTTON MILLS								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1904	19 1/2%	Tls. 42
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 1/2%	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	Interim of 5% a/c 1898		Tls. 40 buyers
Ison-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4% a/c 1898		Tls. 24 sellers
Foy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,058	Tls. 22,050	4% for 1897		Tls. 250 buyers
MISCELLANEOUS								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	\$20	None		\$100
Atlas Ashcroft Eastern Agency, Limited	8,004	12/6	12/6	\$214	\$2,770	1/2 per share for 1904	12 1/2%	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,770	\$1 for 1904	12 1/2%	\$10
China-Borneo Company, Limited	60,000	£1	£1	none	Nil	\$1 for 1904	10 1/2%	\$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 1,718	Interim of Tls. 5 for 1905	12 1/2%	Tls. 50 sellers
China Light and Power Company, Limited	100,000	\$10	\$10	none	\$3,550	None		\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,181	20 cents for 1904	8 1/2%	\$10
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2%	\$15 sellers
Green Island Cement Company, Limited	150,000	\$10	\$10	\$300,000 \$50,000	\$95,054	\$2 for 1904	7 1/2%	\$20 buyers
Hall & Hollis, Limited	21,000	\$20	\$20	\$66,000	\$7,551	Final of \$7 1/2 making \$21	10 1/2%	\$21
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	\$1 1/2 for year ending 30.6.1905	6 1/2%	\$15 buyers
Hongkong High Level Tramways Company, Ltd.	1,250	\$10	\$10	\$5,000	\$2,976	\$1 1/2 for year ending 30.6.1904	10 1/2%	\$15 buyers
Hongkong Ice Company, Limited	5,000	\$15	\$25	\$50,000	\$2,510	Interim of \$4 for 1905	10 1/2%	\$15 buyers
Hongkong Rope Manufacturing Company, Ltd.	100,000	\$10	\$10	\$50,000	\$1,117	\$10 for 1904	10 1/2%	\$10 buyers
Hongkong Steam Waterboat Company, Limited	5,000	\$20	\$10	\$5,500	\$1,188	Final of 50 cents making \$1 for the year	7 1/2%	\$25 buyers
I. & N. Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$2,122	Interim of \$2 for 1905	7 1/2%	\$25
Maatschappij tot Exploitatie van Landbouwwerkzaamheden in Langkat, Limited	25,000	Gk. 100	Gk. 100	Tls. 325,116 Tls. 12,005	Tls. 35,449	4th interim of Gk. 7 paid 11.1.1905 making 100% in all Tls. 225 for 1905	10 1/2%	Gk. 277 buyers
Monroe, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 1,728	Tls. 5 for 1904	10 1/2%	Tls. 5 buyers
Philippine Company, Limited	87,500	Gk. 10	Gk. 10	none	Dr. Tls. 5,019	None		Tls. 5 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	10,000	£10	£50	none	Dr. £10,455	None		Tls. 5 buyers
Shanghai Gas Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 145,000	Tls. 4,011	Interim of Tls. 31 for 1905	7 1/2%	Tls. 31 buyers
Shanghai Horse Buggy Company, Limited	1,500	Tls. 50	Tls. 50	Tls. 48,000	Tls. 1,211	Tls. 6 for 1904	10 1/2%	Tls. 6 buyers
Shanghai Paper and Paper Company, Limited	5,000	Tls. 20	Tls. 20	Tls. 24,800	Tls. 1,265	Interim of Tls. 5 for 1905	10 1/2%	Tls. 5 buyers
Shanghai-Sumatra Tobacco Company, Limited	50,000	Tls. 20	Tls. 20	Tls. 24,800	Tls. 1,265	Interim of Tls. 2 for 1905	10 1/2%	Tls. 2 buyers
Shanghai Waterworks Company, Limited	7,500	£20	£20	Tls. 170,000	Tls. 17,220	Interim of 15/ for 1905	10 1/2%	Tls. 17 buyers
South China Morning Post, Limited	6,000	\$15	\$25	none	Dr. \$6,000	None		\$15 buyers
Steam Laundry Company, Limited	20,000	\$10	\$10	none	\$1,111	50 cents for year ending 30.6.1905	10 1/2%	\$10 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$20,000	\$1,000	\$5 for 1904	10 1/2%	\$5 buyers
Straits Waterworks Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 25,491 Tls. 4,000	Tls. 1,012	Final of Tls. 1 making Tls. 10 for 1905	10 1/2%	Tls. 10 buyers
Union Assurance Society, Limited	10,000	\$10	\$10	\$10,000	\$1,111	\$1 for 1904	10 1/2%	\$10 buyers
Wong's (H. & Co.) Limited	10,000	\$10	\$10	\$10,000	\$1,111	\$1 for 1904	10 1/2%	\$10 buyers
Wong's (H. & Co.) Limited	10,000	\$10	\$10	\$10,000	\$1,111	\$1 for 1904	10 1/2%	\$10 buyers